

## Patent Claims

1-6 (Canceled)

7. (New) A method for controlling the damper force in vehicles having a ride level control system, comprising the steps of generating a signal when the ride level control system is activated; transmitting the signal to a damper force control device; and adapting the damper force while the ride level control system is activated.

8. (New) The method according to claim 7, wherein the damper force is reduced or increased.

9. (New) The method according to claim 8, wherein the damper force is reduced only at control speeds which lie in a range defined by limiting values, and wherein the damper force is increased when the limiting values are exceeded.

10. (New) The method according to claim 7, wherein the signal contains information about a control speed, and the damper force is adapted as a function of the control speed.

11. (New) The method according to claim 10, comprising the steps of determining the control speed in advance and determining a parameter for the adaptation of the damper force by reference to the control speed.

12. (New) The method according to claim 7, wherein the damper force is adapted as a function of at least one member of the group consisting of the following quantities: steering movement, steering angle, brake pressure, acceleration forces.